

## TOUR IN SMALL CAR OVER ROUGH ROADS

Incidents of Recent Trip by  
Robert L. and Paul H.  
Macneil.

### NORFOLK TO RICHMOND, THENCE TO WASHINGTON

Fine Dust in Sections, Then Rain,  
Mud, Deep Ruts and Swollen  
Creeks.

A motor trip, fraught with interesting adventures and incidents, has just been completed by Robert L. and Paul H. Macneil of this city, who spent several days touring through the Old Dominion in a cyclecar. They had often made trips in their Mercury cyclecar about Washington and throughout Maryland, but the longest of these had only been to Baltimore and Annapolis on good roads. Filled with a desire of demonstrating to their own satisfaction the confidence they felt in the little car's ability to cope with greater difficulties of a much longer tour over roads of a different character, they journeyed forth to learn by experience.

In speaking of the trip a few days ago Robert L. Macneil said:

"Our opportunity came very suddenly one afternoon when we learned that the leave town for a few days. We lost no time and soon had the Mercury on board the Norfolk steamer. Most of the following day was spent in pleasant rides around Norfolk, so it was very late in the afternoon before we took the ferry over to Newport News and really started toward Richmond on the first lap of our long tour.

#### Recipients of Courtesies.

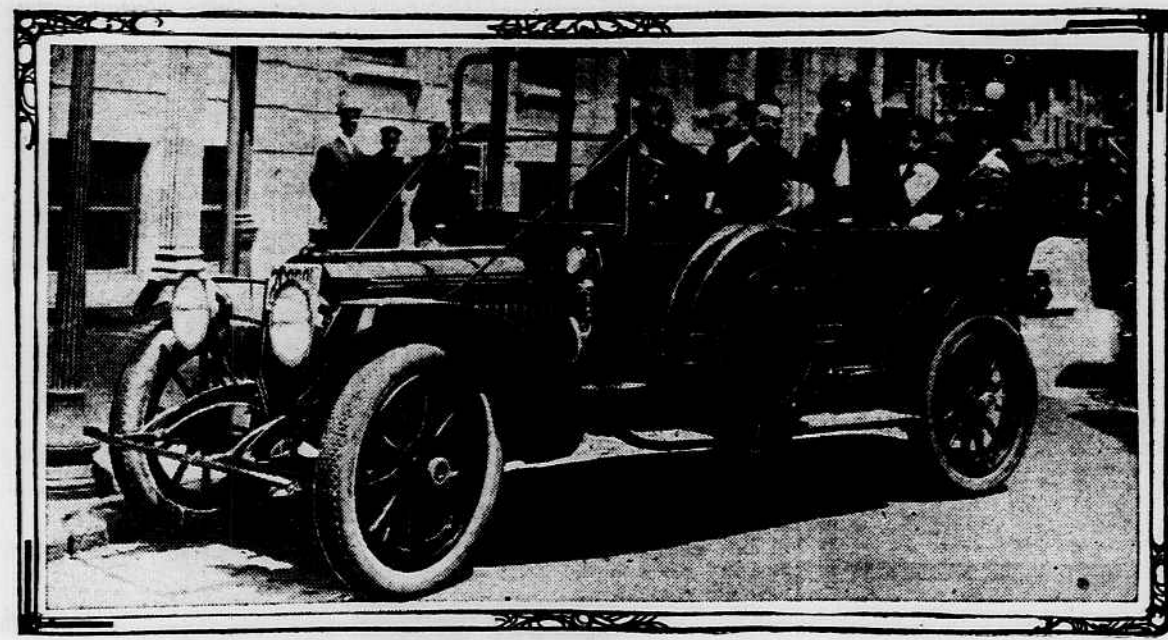
"Every one was very courteous to us and exceedingly frank in their description of the road, so that we were filled with grave apprehension. However, for a few miles the road was quite good and as evening was approaching we confess speed laws were for the time being entirely forgotten. Soon we encountered a road which deserves a classification all its own. It had long since changed from sand into the finest gray dust of unknown depth. The extreme lightness of our cyclecar, however, prevented us from sinking into it very deeply and we continued to bowl along at quite a good rate, but with surprising results in our appearance. With a stiff breeze blowing, whenever we would hit an extra deep amount of this feathery dust we were enveloped in an opaque cloud. Soon everything about us was one dismal color; everything, even our hair, turned gray.

"At 9 o'clock we arrived at Williamsburg and were soon receiving the attentions of our host at the hotel, so by the next morning we felt quite clean and happy. Here we received very discouraging reports of the road to Richmond. We were told that the road soon changed from dust to red clay with ruts so deep that we would never be able to get along with our little understanding Mercury. By this time we were beginning to get accustomed to being told what we could not do and went on for ourselves.

#### Could "Skip"—Sometimes.

"As the deeply rutted road was encountered we were able, with our narrow tread of 30-inch, to straddle the ruts and

## MOTOR FROM CHICAGO TO WASHINGTON.



MR. AND MRS. S. J. MORAND AND MISS KATHERINE MAUN OF CHICAGO, ILL., AND MR. AND MRS. OLIVER J. LE BEAU OF THIS CITY.

sometimes skip around deep holes, where a car with standard tread would have found the road absolutely impassable. It was a very uncomfortable feeling, however, when going over these ruts, some of them two feet deep, and the wheels just an inch or two from the edges. Near Richmond we found an excellent road, which was indeed appreciated.

"Thus was the first cyclecar in the old Confederate capital, and this, together with the knowledge the people had of the road we had come over, was for the little car a great deal of attention. During a three-day visit we had a great deal of rain. Our experience had had been over dry roads, and this time even we had our doubts.

"The roads were frightful, but, exercising infinite patience and perseverance, we made mile after mile and passed three cars mired in the red clay. We saw no more of these cars on the way north, and unless the roads have since dried up we fear the cars are still there, as their plight seemed hopeless. The rains had swollen the creeks and several times we had to get out and push the Mercury through deep fords, but it seemed good fun and we continued on our way.

#### Friend in Need.

"Leaving Fredericksburg in a heavy rain, we had come about ten miles. We were going up a hill and met a young farmer with a team and wagon. He told us he would be back in a few minutes, as we would need him. Expressing our surprise, he said we would see the reason when we reached the top of the hill. We did. Ahead of us for nearly a mile was water and red clay in about equal proportions, thoroughly mixed. A wagon with four mules was hopelessly mired, and a horse and carriage was proceeding with great difficulty.

"We went about fifty feet and stopped. The rear wheels were spinning around, but we were not moving, and I really believe the car was floating in that glutinous mass.

"True to his promise, our newly found friend soon returned and fastened a chain to the front axle. Exercising the utmost caution to save his horses from the bog, he surely pulled the almost submerged Mercury along. At last the worst was over and we continued on our way, our friend refused remuneration for his kindness.

#### Fence Rails Come in Handy.

"As the day was almost spent, we soon stopped at a farm. At night, we resumed our attempt to master the strip of red clay which in this locality is called a road. By using fence rails and brush, we made mile after mile, and Old Sol peeped out and did his best toward drying up the road. Fortunately, conditions somewhat improved and we reached Aden by nightfall.

#### MOTORED FROM CHICAGO.

Windy City Motorists Arrive in Capital Without a Puncture.

From Chicago to this city without a puncture or serious accident of any kind, was the proud boast of S. J. Morand of Chicago, Ill., who arrived the early part of the week. Mr. Morand was accompanied by his wife and Miss Katherine Maun, with Howard Brown at the wheel.

Mr. Morand is one of the pioneers among long-distance motorists to reach this city this spring. He expressed himself as delighted with the trip, which was made in his Packard '14, 6-38" touring car. A number of very bad stretches were encountered, but with a little assistance and some slight excavating from time to time while en route the car was enabled to make the run under its own power.

Mr. Morand said that some of the roadways begared description. While in the National Capital the tourists were entertained by Mr. and Mrs. Oliver J. Le Beau. They left on their return journey via New York and Buffalo a few days ago.

#### F. I. A. T. Delivery.

A type fifty-five, five-passenger F. I. A. T. touring car has been delivered to Dr. W. S. Newell. The car is finished in royal blue with gold striping, and is electrically equipped.

#### Chandler Car in Mexico.

An official invasion of Mexico has been started by a Chandler car. While the story of this car's wanderings is not very complete, it began its useful career in Maria, Tex., and then disappeared from view until J. P. Winterston, a factory representative in Texas, discovered it through several photographs, taken of the rebel camp in Chihuahua. It is reported that this Chandler is doing dispatch work for the army of Carranza.

#### ROAD & TIRE

Marlboro road now open through Forestville and Centerville.

Rock Point road in good condition south of La Plata.

Ellicott City, Md., road through the town called last week.

Road between Perryville, Md., and Charlestown, Md., under construction. Detour necessary through Aiken, Md., in route of toll bridge keeper at Perryville.

Best route to Benedict, Md., via Waldorf and Hughesville, Md.

Seventh Street pike north from Sligo, Md., under construction.

Shoemaker bought a Rembrandt today. He was horsing power—University of Pennsylvania Punch Bowl.

#### SPEED TRAP.

A speed trap is reported two miles west of Ellicott City, Md. Man with stop watch is said to be co-operating with officer, attired in blue suit and cap with red band on it, on motor cycle.

## GOOD ROADS MEASURE IS EXPECTED TO PASS

Members of Congress Realize Their  
Constituents Desire Federal  
Appropriation.

"That Congress will finally pass at this session a good roads bill framed along practical lines seems highly probable. Congress is overwhelmingly in favor of good roads legislation. This is election year, and the members of Congress from rural districts fully realize that no single measure would endear them to their constituents to quite the same extent as an appropriation from the federal Treasury to help in the building of good roads."

This is the comment of George C. Diehl, chairman of the national good roads board of the American Automobile Association, which is an active factor throughout the country in highway progress.

"Out of the wilderness of good roads bills, the confusing array of statistics, the torrent of good roads oratory (intended primarily for home consumption), certain basic features have been evolved which will undoubtedly be incorporated in the legislation to be enacted this year.

#### Would Deal With States.

"The first essential feature is that the federal government shall deal with no political unit smaller than the state. There are nearly 3,000 counties and 30,000 townships in the United States, thus making 33,000 units which the federal government must deal with if it undertakes to give federal aid on a local basis. This, from an administrative standpoint, would be almost impossible, and certainly enormously expensive. From a political standpoint the pressure which would be exerted upon the individual congressman by the counties and townships in his district, each trying to get a hand into the federal Treasury, would be so persistent and so relentless that self-respecting men would throw up the job, leaving the field open to the political wire pullers. The realization of these fatal defects in any plan of extreme localization renders absolutely certain the adoption of the state as the smallest unit.

"It may be accepted as equally certain that no federal aid plan will receive the stamp of congressional approval unless it provides some measure of self-help on the part of the state. There are more than two and a quarter million miles of public road in the United States, and less than 10 per cent of this mileage can be dignified with the title, 'Improved Roads.'

#### What Might Happen.

"If the federal government should attempt to pay the entire cost of such construction or maintenance as it might undertake it would be confronted with the problem of selecting from 2,000,000 miles of unimproved roads such small percentage as could be constructed or maintained without bankrupting the federal Treasury; or it would have to make its contribution for each mile of road so small as to accomplish no tangible results, and leave the roads at the end of a term of years no better than they were at the beginning of federal aid.

"The present sentiment in congressional circles is for an automatic check upon federal aid in the form of a state contribution; and this feature undoubtedly will be incorporated in legislation when adopted. Gradually, the dangers of political abuse under the road rental plan, to say nothing of its weakness as a means of bringing about tangible road improvement, have so impressed our legislators as to incline many former rental adherents to the co-operative plan."

#### ECONOMY IN GASOLINE

Saxon Cars Average 34.75 Miles  
Per Gallon in a Run of  
200 Miles.

An average of 34.75 miles to the gallon of gasoline was the remarkable record made by Saxon cars in the 200-mile Saxon non-stop contest for dealers May 16, according to the first batch of reports to be received.

In this contest 190 Saxon dealers were entered from all sections of the country. Each of the competing cars was driven 200 miles without stopping the engine—a total of 36,000 miles of continuous service under all conditions of roads and weather. Each driver was accompanied by a newspaper man, who acted as observer and checked the amount of gasoline consumed.

The average mileage scored was at the rate of less than one-fourth cent a mile for fuel for each passenger. Where conditions were most favorable, as in New Rochelle, N. Y.; Des Moines, Iowa, and Webb City, Mo., an average of better than forty-seven miles to the gallon was secured. Despite heavy rains, muddy roads and steep hills in some territories, but forty-seven miles to the gallon was secured. Despite heavy rains, muddy roads and steep hills in some territories, but forty-seven miles to the gallon was secured.

Report show also that an average speed of 20.5 miles an hour was maintained by the Saxons throughout the run. One dealer averaged 27.5 miles and another on a short speed test managed to get his car up to 43 miles an hour.

Shoemaker bought a Rembrandt today. He was horsing power—University of Pennsylvania Punch Bowl.

## FREE AUTOMOBILE RIDE FOR ORPHAN CHILDREN

Annual Outing Scheduled to Be  
Held at Glen Echo Park  
June 2.

Col. W. C. Long, chairman of the orphans' day outing to be given this year under the auspices of the Automobile Trade Association of Washington, D. C., announced yesterday that the several hundred parentless children of the National Capital will be entertained by the motorists of Washington Tuesday, June 2.

L. B. Schloss, manager of Glen Echo Park, has donated the use of the grounds again this year, as he has done for several years past, and in addition will supply the little ones with tickets to a number of amusements on the grounds.

#### Good Things to Eat.

The little folks will also have plenty of ice cream, cake, candy, peanuts and good things to eat on that day. There will be nothing left undone to see that the orphans have a good time.

The motorists for a number of years past have always responded to this worthy cause, and the committee expresses the hope that this year will be no exception. At least sixty cars will be needed this year to convey the children out to the grounds, and motorists are requested to tender the use of their cars for a few hours on that afternoon in order that none of the children's various institutions may be disappointed.

The start will be made from in front of the District building at 1 o'clock in the afternoon. Car owners will be asked to have their cars report to the committee at 12 o'clock.

#### To Collect Children.

They will then be dispatched to the different institutions, and after the last load has been returned to the starting point the machines will be lined up and headed over the Conduit road to Glen Echo. The return trip will be made about 4 o'clock.

Assisting Col. Long will be H. B. Leary, Jr., J. A. Jenks, Harry Ward, Howard S. Fisk, L. C. Chew, William Ullman and E. J. Black. Last year the affair was given by the Automobile Writers' Association. In the absence of any organization to give the children an outing, the children will be presented with flags, while the cars will also be decorated with the national colors.

#### A Mitchell Delivery.

The latest purchaser of a 1914 Mitchell five-passenger touring car is Joseph T. Exniclos. The car is equipped with electric self-starter and electric lights.

## AUTOMOBILE LICENSES

District automobile licenses have been issued since The Star's last report as follows:

20783—Metropolitan Coach Company, 1112 15th street northwest, White 'bus.  
20784—Metropolitan Coach Company, 1112 15th street northwest, White 'bus.  
20785—Metropolitan Coach Company, 1112 15th street northwest, White 'bus.  
20786—Metropolitan Coach Company, 1112 15th street northwest, White 'bus.  
20787—Lee Hutchins, the Highlands, Winton.  
20788—A. C. West, 3104 18th street northwest, Elgin.  
20789—H. F. Oden, 227 New Jersey avenue southeast, Chalmers.  
20790—Davis & Reigle, 486 Louisiana avenue northeast, Ford.  
20791—T. B. Hedekin, 328 Maryland avenue northeast, Ford.  
20792—George H. Chandlee, 920 F street northwest, Marion.  
20793—L. G. Herriman, 1101 Vermont avenue northwest, Maxwell.  
20794—Robert Wilson, 340 T street northwest, Overland.  
20795—Lewis Holmes, 1848 Wyoming avenue northwest, Packard.  
20796—Wadleigh Capehart, 2003 O street northwest, Saxon.  
20797—William L. White, Lamond, District of Columbia, Stanley steamer.  
20798—Joseph P. Smith, 2104 Pennsylvania avenue northwest, Ford.  
20799—James C. Kress, Army and Navy Club, Hudson.  
20800—Mrs. Lona Gresset, 3555 Holmead place northwest, Ford.  
20801—J. E. Dulin, 1405 Columbia road northwest, Studebaker.  
20802—C. F. Browne, 3206 O street northwest, Ford.  
20803—William D. Nicholas, 106 Tennessee avenue northeast, Paige-Detroit.  
20804—John W. Bulck, 424 5th street northwest, Packard.  
20805—Lieut. Robert C. Giffen, navy yard, Buick.  
20806—Elmer L. Pfeffer, 1406 Meridian street northwest, Overland.  
20807—Fred M. Mills, 611 1/2 L street northeast, Side car.  
20808—John G. Meinberg, 716 11th street southeast, Ford.  
20809—C. M. Schmidt, 2422 18th street northwest, Ford.  
20810—Frank W. Wilder, Ontario apartment building, Ford.  
20811—A. Kaminsky & Son, 500 G street northwest, Ford.  
20812—Joseph McReynolds, 1730 Church street northwest, Studebaker.  
20813—William S. Phillips, 715 14th street northwest, Packard.  
20814—D. P. Bush, 933 M street northwest, Ford.  
20815—D. E. Leary, 310 Pennsylvania avenue northwest, Packard.  
20816—C. S. Pearce, 1508 Newton street northwest, Ohio electric.  
20817—Carolyn A. Stuary, 1638 Connecticut avenue northwest, Chevrolet.  
20818—John S. Gibbs, Catonsville, Md., Packard.  
20819—John S. Gibbs, Catonsville, Md., Packard.  
20820—E. Stubbs, Baltimore, Md., Lozier.  
20821—Thomas J. Kelly, Baltimore, Md., Lozier.  
20822—John A. Bledsoe, Oterica, Md., Cadillac.  
20823—Albert Bertuch, Baltimore, Md., Paige.  
20824—H. Shriver, Union Mills, Md., Peerless.  
20825—K. Nelson, Takoma Park, Md., Maxwell.  
20826—George W. Ferguson, Arlington, Va., Glend.  
20827—Emmett C. Hall, Glen Echo, Md., Abbott.  
20828—F. H. Hbbs, Alexandria, Va., Ford.  
20829—Dr. A. B. Penn, Alexandria, Va., Ford.  
20830—William Tait, Jr., Baltimore, Md., Michigan.  
20831—R. A. Hightown, Cherrydale, Va., Studebaker.  
20832—A. Sauerwein, Jr., Baltimore, Md., Hudson.  
20833—Robert B. Cason, Mount Holly, Pa., Palmer.  
20834—G. R. Eisenhauer, Baltimore, Md., Mercer.  
20835—George W. Ewing, Lutherville, Md., Nodyke.  
20836—A. Danner, Baltimore, Md., Hudson.  
20837—Lewis Kelsner, Baltimore, Md., Ford.  
20838—Edwin Biddle, Baltimore, Md., Packard.  
20839—John Pitcher, Edgewater, Md., Packard.  
20840—Auto Sales Company, Baltimore, Md., Oldsmobile.  
20841—B. B. Brown, Alexandria, Va., Ford.  
20842—Hazel Metzger, Poolesville, Md., Studebaker.  
20843—Dr. Martin D. Delaney, Alexandria, Va., Marvin.

21182—W. T. Tuttle, Baltimore, Md., Franklin.  
21184—Emil Zimmermann, Relee, Va., White.  
21185—Francis C. Daingerfield, Alexandria, Va., Packard.  
21186—Clinton R. Poutz, Baltimore, Md., Havers.  
21187—Mrs. I. S. Dohme, Baltimore, Md., Pathfinder.  
21188—J. D. Baker, Frederick, Md., Packard.  
21189—Edward T. Gill, Baltimore, Md., Cadillac.  
21190—A. E. Hertzig, Baltimore, Md., Cadillac.  
21191—H. Rowland Clapp, Baltimore, Md., Loonobile.  
21192—H. C. Pfaff, Baltimore, Md., Chalmers.  
21193—Jacob Epstein, Baltimore, Md., Pierce-Arrow.  
21194—C. Francis Owen, Hyattsville, Md., Ford.  
21195—Fred C. Suco, Baltimore, Md., Hudson.  
21196—B. F. Kelly, Catonsville, Md., Buick.  
21197—Hugh Reilly, Bethesda, Md., Buick.  
21198—Crandall Mackey, Roslyn, Va., Studebaker.  
21199—Charles T. Jesse, Roslyn, Va., Chevrolet.  
21200—Milton Hopkins, Alexandria, Va., Maxwell.

21201—F. C. Todd, Baltimore, Md., Packard.  
21202—Mrs. C. Griffith Smith, Baltimore, Md., Packard.  
21203—Carlton E. Posal, Baltimore, Md., Overland.  
21204—Richard P. Dorsey, Baltimore, Md., Oakland.  
21205—J. Herbert Miller, Baltimore, Md., Ford.  
21206—R. B. Clokey, Ballston, Va., Ford.  
21207—M. E. Dorsey, Laurel, Md., Hudson.  
21208—George M. Gray, Baltimore, Md., Cadillac.  
21209—Guy Latimer—Hyattsville, Md., Mitchell.  
21210—John A. Garrett, Friendship Heights, Md., Ford.  
21211—James P. Kirby, Buffalo, N. Y., Matheson.  
21212—Jacob Epstein, Baltimore, Md., Pierce-Arrow.  
21213—C. Francis Owen, Hyattsville, Md., Ford.  
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21215—B. F. Kelly, Catonsville, Md., Buick.  
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21218—Charles T. Jesse, Roslyn, Va., Chevrolet.  
21219—Milton Hopkins, Alexandria, Va., Maxwell.

#### Ford Cars Delivered.

Tourings to Frank Lanham, Charles R. Rowdybush, T. M. Neale, Rev. C. P. Sparling, John Bergling, George Bruce James A. Egan, B. P. Lambert, W. L. Belt, Walker S. Crouch, A. J. Crawford, William A. Gross, Taylor Grimes, E. S. Alford, William F. O'Donnell, J. V. Brashears, Jr., S. A. Cops, William Roberts, Mrs. K. E. Thomas, G. M. Schaefer, William Schmalhoff, Paul H.

Moreland, W. H. Blandford, R. C. Richardson, Dr. J. H. Waring, Mrs. F. W. Alexander, W. S. Abraham, Julian Hall, Oden Robey, B. J. Thompson, Montgomery E. T. Brown, W. Burdett, N. J. Strickler, J. F. Smith, Lucy W. Milburn, E. L. Wilcox, H. I. Warder, C. R. Burroughs, J. W. Dent, J. T. Cecil, F. S. Bowling, H. S. Leach, J. T. Weadon, E. C. Gatewood, F. W. Maddox, Runabouts to R. F. Wright, John Meador, Mauck & Huntberry, William R. McDowell, John E. Thompson, Remschel Auto Sales Company, Frank D. Law, Irvin Soudheimer, Terminal Taxi-cab Company, W. H. Simpson, Home Ice Company, Charles H. Stein, Columbia Oil Company, C. E. Dement, G. J. Strickler, Charles Z. Fosse, F. C. Cooksey, H. A. Carpenter, Robert L. Lawler. Deliveries to W. B. Krantz, A. Kaminsky.

#### Motored to Gettysburg.

Mr. and Mrs. Joseph Strasburger took a delightful week-end trip in their Packard touring car last week to Frederick, Hagerstown, Chambersburg and Gettysburg. Mr. Strasburger, Harry Hahn and a party of friends expect to leave next Thursday on a trip to Carlisle, Pa., returning Sunday evening.

## THE HIGHEST MOTOR CAR ACHIEVEMENT UP TO DATE IS IN WASHINGTON RIGHT NOW. IT IS THE NEW TEN-FOUR

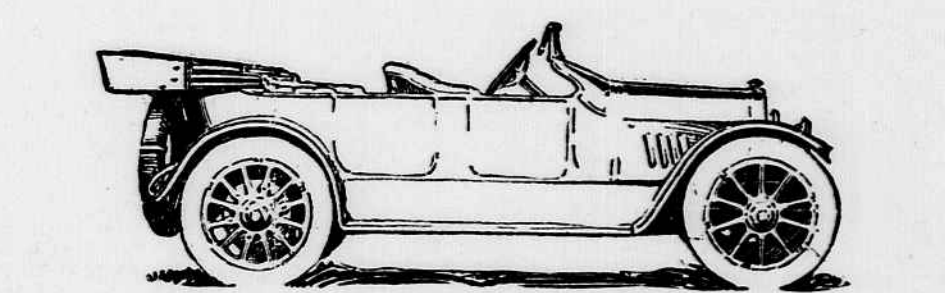


WE WILL leave the charm of this car for you yourselves to interpret. We do not wish to spoil your anticipation with any faint word picture. We want the effect to be spontaneous, sudden, so that the full beauty of this poem in steel, its long sweeping lines, its luxury, its superbness, its exclusiveness of design will burst upon you with your first vision of it. There is but one word that will be adequate:

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Size	Smooth Tread Prices	Safety Tread Prices	Grey Inner Tube Prices
30 x 3	\$11.70	\$12.65	\$2.80
30 x 3 1/2	15.75	17.00	3.50
32 x 3 1/2	16.75	18.10	3.70
33 x 4	23.55	25.25	4.75
34 x 4	24.35	26.05	4.90
34 x 4 1/2	33.00	35.00	6.15
35 x 4 1/2	34.00	36.05	6.30
36 x 4 1/2	35.00	37.10	6.45
37 x 5	41.95	44.45	7.70
38 x 5 1/2	54.00	57.30	8.35

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